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AND

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BUENOS AYRES.

The May *fetes* came off this year with more than ordinary éclat. The day was exceedingly fine for the season, and the city presented a most pleasing appearance, the decorations and illuminations being set off to advantage by the newly white-washed walls of the edifices and the manifold improvements in the streets. The military display was on a grand scale; indeed, it has never been surpassed on any previous occasion either for the number of the troops or the excellence of their appointments. The detachments of the garrison which were drawn up filled both plazas, and extended a considerable distance along the July Promenade. We think there could not be less than 7500 men marshalled on the occasion, consisting of the three arms, of which the artillery, perhaps, preponderated. The attendance at the Cathedral was unusually large, where a most eloquent discourse was delivered by that accomplished orator, Rev. Dr. Majesté, which was listened to with evident satisfaction. The concourse of visitors to the Victoria Plaza in the evening was immense and the theatres, after the fireworks were let off, were crowded almost to suffocation. Upon the whole, this celebration of the fourth decade of the proclamation of Argentine Liberty may fairly compete with that of any previous anniversary of the great event.

The Battery Libertad and National brigantine of war Julio fired each salutes in honour of the day, viz., at sunrise, 1 p.m. and sunset; the Julio and other National vessels of war being gaily dressed out with colours. The foreigner vessels of war in port, viz., French barque Astrolabe and steamer Archimede, Sardinian lugger Fama and Brazilian brigantine Eole, displayed the National flag at the fore during the day, the Astrolabe and Fama firing each a salute of 21 guns in celebration of the occasion.

Friday the 24th inst. being the Queen's birthday Martin T. Hood, Esq., H. M. Consul in this city, gave a grand ball in honour of the occasion, which was very numerously attended by natives and foreigners. The daughter of H. E. the Governor was present, as also the different members of the diplomatic and consular corps, including Admiral Lepredour and suite. The arrangements were on an extensive scale of magnificence, and every thing was provided in profusion that could contribute to the enjoyment of the company, who had every reason to be, as they were, highly delighted with the entertainment.

HOUSE OF REPRESENTATIVES.

This body, previous to its recess, passed a decree forbidding the public offices to receive any longer taxes of any kind from General Rosas, who, notwithstanding the existence of a law exempting citizens in active service of the state from the obligation of paying certain imposts for a stated period, his uniformly continued to pay contributions of every description appertaining to him as a private individual. An address to General Rosas was at the same time voted, setting forth the reasons which had influenced the adoption of the above measure. While the discussion was going on the daily papers were republishing at length the foul calumnies and irritating gibes respecting men and things in these countries which had been uttered in the Legislative Assembly of France in the course of the debate on the Plata question. It required no ordinary degree of forbearance to treat with silent contempt so much outrage and indignity; and the Argentine orator, carried away by a just feeling of patriotic indignation, resolved to return Thiers & Co. a Rowland for their Oliver on the first fitting occasion. This opportunity was afforded by the discussion of a passage in the draft of the address to General Rosas, referring to the prestige of his name among the soldiers on the field of battle; when Dr. Baldomero Garcia addressed the house in the following eloquent strain—

Sir,—

The present appears to me a fitting opportunity to repel the imputation of cowardice with which Daru, Thiers and other members of the Legislative Assembly of France have taunted the Argentine Nation. It were impossible that the deadly hatred borne us in France should have shown itself in more true colours, but it would appear equally impossible that Providence should have prepared for us a stronger stimulus than is contained in that one word—COWARDICE. Ah! it serves like a tonic of high efficacy to fortify our unflinching resolution to die rather than give in to unjust French pretensions. My wrath is kindled since I read that famous insult; it was my wish to have refuted it somewhat at length but calmness is denied to me at this moment, and my feelings are excited.

The hateful injustice with which the French have been waging war upon us for years and years still lacked this climax; after twelve years' resistance against their irritating attacks it yet remained that they should call us cowards. I speak sincerely, never did I think that any one could be met with who would cast so wounding a slur on my country. My country whose name, from the valour of her sons has been gloriously echoed through the world since the year 1806–7; my country which subsequently won her independence, combatting not with troops recently brought from Europe, but with European legions acclimated in this country and which marched out of their barracks to the field that witnessed their defeat; the armies of my country which traversed an entire continent waving on high her triumphant standard which they planted on the lofty mountains of Ecuador; the armies of my country which throughout their long career cut to pieces the same brave men who had but just driven the French before them on Spanish ground, the heroes of Burgos and other hosts till then deemed invincible; the armies of my country which subsequently carrying independence to the East plucked a gem from an imperial crown and gave a new nation to the world; the armies of my country which through the length and breadth of her extensive territory have vanquished baneful anarchy upheld by two great European powers, and have made even the latter retrocede in the path of conquest which they had recklessly entered on; my country and her armies cannot be accused of cowardice.

I cannot yet recover from my astonishment; I never feared, never imagined that such a reproach could be cast upon us; such a reproach cast upon the Argentines and Orientals is heared in the world for the first time.

They are cowards shouted M. Daru, quoting the testimony of M. Gros who has hastened to reply in the *Journal des Debats* that he has not denied valour to our soldiers but the want of discipline. But what does Gros know of the discipline of our armies? The discipline of our armies is the same as that of European armies, for the art of war is not learned here by other rules: the discipline of our armies is the same as that of European armies, but fortified and strengthened by the wildness of our prodigious extensive camps, and by the astonishing privations which our hardy and patient soldiers endure. For months and years they live in the open air as so many automatons insensible to the rigour of the seasons which are so strongly marked in these regions and are so formidable in both extremes. They are alike insensible to hunger and thirst and to the first requirements of human life; but the day of battle comes and then they display an ardent soul. Their courage then, in the same manner as our pampero, impetuously rushes forth and carries before it the densest clouds gathered over the sky of our country until they leave it bright and serene as it now is by the ardent constancy of their illustrious General-in-chief. A thousand times has the Republic been beset with the greatest dangers from which the valour of her armies have saved her on the morrow.

Our armies are accustomed to engage with European troops, Spanish and English, and also with German on the fields of Brazil. The Argentine troops are not disciplined says Gros, but Napoleon used to say that the best disciplined are those who win battles. And who were the victors in those engagements? Let the result of the wars to which those engagements gave place reply—let the trophies which adorn our temples answer. Let hundreds of French *legionaires* who garrisoned Montevideo and who have come to Buenos Ayres to live peaceably under the clemency of the victor also reply.

They are cowards, repeats M. Thiers, *eight hundred men under Admiral Lainé with shouldered arms took the position of Obligado; there were five thousand of the enemy and a few minutes sufficed to dislodge them.*

What! The Battle of Obligado which engrossed the attention of the press for so long a period in the year 40; the Battle of Obligado which was then and has many times since been called the most serious naval affair which has taken place for many years past, the Battle of Obligado was it so trifling an affair as Thiers says? Was it nothing more than the landing of the invaders with shouldered arms and taking the position? But that verbose and hypochondriachal orator, that fanatic on the Plata question, whose fame has miserably perished in his last frantic attack, most barefacedly distorts the truth.

It is not I who give him the lie, but the reports of the Officers who commanded the English and French forces in that engagement. I beg the House will allow me to refer to those reports to show the high importance which they attached to the Battle of Obligado, which if Thiers be believed was nothing more than a pleasant military excursion along the smiling banks of the Paraná.

The report of Captain Hotham, who conducted the English division at Obligado, to Rear-Admiral Inglefield, who was then in command of the British forces on the Brazil and La Plata station, dated the 23d and 30th November, 1845, may be found in a supplement to the London *Gazette* of 21st February of the ensuing year. The British Admiral while referring to the list of killed and wounded which he annexes uses these emphatic words: (The speaker reads) "I sincerely regret this gallant achievement has been attended with such a loss of life; but, considering the strength of the enemy's position and the obstinacy with which it was defended we have reason to be thankful to Divine Providence that it was not greater." —A gallant achievement the British Admiral calls that, almost on the very waters on which the engagement took place, which M. Thiers in the French Chambers describes as a commodious military debarkation with shouldered arms: a gallant achievement the British commander styles that which cost his division a long list of killed and wounded in consequence of the *obstinacy* of the enemy, as the Admiral said, meanly economizing the word *courage*. Those who resisted with such obstinacy, with such courage, the combined forces of England and France, those who caused them to suffer the loss of so many killed and wounded, those are the cowards of Daru and Thiers.

And I will here observe what I should have before remarked, namely, that our batteries at Obligado were hastily thrown up, for being at peace with all the world there was no motive why our government should have the immense cost of our river Paraná fortified; hence were besides no forces prepared to combat there, but, nevertheless, General Rosas becoming aware in the beginning of November that such a flagitious attack on the Paraná was in course of preparation immediately got ready that immortal defence which will ever be so glorious both for his name and his country; he ordered that battery, with that judicious ness which ever adds splendour to his undertakings, to be constructed one hundred miles above the mouth of the river. General Rosas resolved there to protest, and there he did protest heroically against the occupation of the Argentine River, and his protest made an impression on all just minds and his protest restrained European conquest which did not again enter on the same path. It is not easy, Sir, to speak of such great, of such gallant feats, without one's feelings becoming excited, and one's ideas gushing forth so freely as to make one digress from the main subject.

General Rosas brought every resource that was within our park to bear at Obligado, but, alas! the guns that might defend Obligado amounted only to 35, of from 4 to 24 lb. calibre, placed their in the very presence of the invading vessels which mounted 113 guns of from 24 to 80 pounders, those of the latter calibre being British, a great part of the British forces being consequently beyond the reach of our guns. Nevertheless, these forces sustained that great loss of men which the British Admiral deplores, who in order that it might not be supposed that his own forces alone had borne the brunt, but that the French had also been chastised *by the cowards*, thus continues after the passage which I previously read. (The speaker reads.) "The official report of Captain Trehouart to Admiral Lainé gives a long list of killed and wounded."

Captain Hotham in his report to Rear Admiral Inglefield whilst also remarking on the long list of killed and wounded, thus expresses himself: (The speaker reads.) "It was not to be expected that a contest lasting from ten a.m. until nearly sunset, could do otherwise than cause the loss of several officers and men." The engagement began at a quarter past nine in the morning and lasted until sunset on the 20th November, one of the longest days in our latitude, nine or ten hours, these are the few minutes of the loquacious M. Thiers. Nine or ten hours for the batteries of Obligado, attacked by such numerous and such heavy artillery of the British and French, and defended by a handful of Argentines without any aid whatever. The mighty of the seas, the powerful of the world, are not thus wont to be checked before fortified places crowned with heavy artillery and sustained by considerable legions. St. Jean D'Acre, Antwerp, Tangier, Mogador and many other fortifications and castles have fallen in much less time before their power.

Captain Hotham speaking of the ardour with which the Argentines fought and recommending at the same time Lieut. Levinge who commanded a vessel, says: "I sometimes trembled when I saw the shower of shot, shell, grape and rockets flying over his vessel." Nor does Commander Hotham forget to communicate the damages sustained by the French, for he thus expresses himself: "Prior to this the enemy's fire had told most fearfully on the San Martin and Dolphin."

I am sorry to be unable also to quote textually the report of Captain Trehouart; but I have read it in Chile where it was published, taken from the French paper, and I remember perfectly well that it mentions what I shall now state with the greatest confidence. He says "that the firing did not cease for a single instant the whole day, that in the vessel which he was on board of, the San Martin, no other officer but himself had remained unscathed, that his crew of 90 men had been reduced to 40; that in order that the spirits of the latter should not flag he was obliged to recall to their minds the glories of Austerlitz and Marengo; that his vessel was riddled with shot holes; that the Fulton having attempted to relieve him in his position could not do so because the great mass of smoke which filled the site of the engagement intercepted the air and rendered any movement impracticable."

The British and French commanders in order that such losses on their part shall not be thought strange exaggerate the number of the enemy and the power of their means. They both say that the former amounted to 3500 men (not 5000 as the magnifier Thiers says) when in truth they did not reach 2000. The British commander positively asserts in his reports that those 3500 men were defended by "fortifications constructed with great military skill and 10 vessels of war," whereas it is a well-known fact that the whole of the Argentine squadron, previously captured in the most insidious manner by the Anglo-French forces in the midst of the most profound peace and by the orders of the *Mediating Ministers* Ouseley and Deffaudis, did not amount

to ten vessels, that the brig "Republicano" alone escaped, being then engaged in commission; that this vessel was the only one which defended the batteries of Obligado and was blown up by her Commander when his ammunition was spent.

Such—thus great was the courage of the Argentines according to the reports of the enemy. The latter conceal even still greater deeds of gallantry, as for example when after 9 or 10 hours resistance the fire of our artillery was silenced by the dismounting of the greater part of the guns, the destruction of the breastworks and the loss of nearly all the artillerymen in killed and wounded; when the vessels of the repentent then drew alongside and under cover of the fire within pistol shot of their 113 guns effected their disembarkation, the Argentines rushed like lions on the crater of that volcano, defended the position for some time with musketry and retired saving all the flying artillery.

So rigourously contested, so hard fought, so bloody was the battle of Obligado between the English and French on the one hand and the Argentines on the other that there was an Officer amongst the invaders who having been present at St. Jean d'Acre wrote that St. Jean d'Acre had been nothing compared with Obligado, and his letter conveyed by the brig "Federal" retaken by our boats from the 17th April, 46, was published in our *Gaceta*.

The British and French commanders who commanded in chief in that engagement were rewarded, the first with the decoration of the order of the Bath, and the latter with promotion to the rank of Rear-Admiral.

Let it be now seen whether the committee is not right when in the paragraph under discussion it proposes to the House the following sentence: "Your Excellency whose name they invoked when sustaining aloft the national banner against the murderous fire of the most powerful European coalition." In effect the name of Rosas with which we are accustomed to personify Argentine glory, the name of Rosas was the war cry of our soldiers at every deadly salute with which they greeted the enemy.

Let it be remarked also that I was right when I said that it was not myself but the Commanders of the British and French forces who give the lie to M. Thiers. How is it that this man before he repairs to the Assembly does not inquire into the facts he is going to treat of, as every speaker does who esteems himself and loves truth and justice? Thus, contradicting the notoriety of facts; contradicting the official agents of his country, as he virtually does in the case of Rear-Admiral Trehouard and as he very explicitly does in another part of his speech in that of Rear-Admiral Le Predour; in this way, inventing facts at pleasure it is very easy to declaim and shout. Certain it is that bravos in M. Thiers case were nonetheless not lacking: but such applause does not compensate for the contempt testified towards him on all hands by the enlightened great men of Europe, amongst whom M. Thiers had the presumption to consider himself the first.

The air of ridicule which is becoming attached to the name of Thiers is the best answer to his demoniac vociferation against General Rosas. The more Thiers attempts to lessen him, the more does the illustrious Argentine exalt himself. As a military man and as a politician Thiers classifies him in terms the most foreign to parliamentary propriety, with the lowest expressions which can escape a person of the basest description in a state of ebriety: but General Rosas as a military man and as a politician has ever distinguished himself in the highest degree. As a military man and as a politician he established the legal succession of governors in his native province; as a military man and as a politician he broke the line of circumvalation with which numerous tribes of warlike Indians invested the Province of Buenos Ayres since the days of the conquest, recovering to civilization the prodigiously extensive territory which they occupied: as a military man and as a politician he thwarted and rendered abortive in the year 40 the nefarious alliance which M. Thiers established between France and the ruthless traitor Unitarians; as a military man and as a politician he has reunited the dispersed and emaugunized members of the Argentine family and has erected them into an independent nation, glorious and happy; as a military man and as a politician he has defeated the duple European intervention in the manner which all the world knows; as a military man and as a politician he is tranquilly waiting that France shall send an expedition *to knock Buenos Ayres about Rosas' ears.* I purposely select this phrase of Thiers' in order that it may be seen that he is frantic.

Thiers and such others of the Assembly as have shown a wish to denigrate not only General Rosas, not only the Argentine Nation, but a the Republics which were formerly Spanish Colonies, have exposed France to the cordial and perhaps unmerited aversion of these countries. *Semi-barbarous people; degenerate race, with all the haughtiness of the Spaniard and all the ferocity of savages.* These are the fine arguments which the deputies who opposed the Le Predour treaty gave utterance to within the walls of the National Assembly of France.

The Deputies who were for war ought naturally to have begun by establishing the right which they had to make war upon us; but this is what has least engaged their attention. Even the very deputies who have been against the war have not busied themselves about the want of right. All, with a few exceptions on the part of the latter, have based their discourses, some making statements more or less extravagant, others making them more or less correct, on the number of French residents at Buenos Ayres or Montevideo, on the greater advantage offered by either of these ports to French commerce, on the facility or difficulty of waging war upon us or on other points of mere congruity all in regard to the convenience and possibility of carrying on the war, nothing in regard to its justice. Observing the conduct of the Assembly on this occasion it would appear that right should never be considered by a Great Power when resolving on peace or war. Either the National Assembly does not represent France, or France is not a just and magnanimous nation. Does the Assembly perchance number among its members the great politicians of the nation? If so it must then be said that France has fallen in politics as well as in letters.

The National Assembly of France in the famous discussion on the Le Predour treaty, appeared almost like, let me be supposed to say so for it is true, more like a numerous revolt than a deliberative assembly. Frantic shouts were followed by obstreperous laughter which was drowned by fresh and rabid imprecations or mixed with the most furious confusion. The discussion on the question of La Plata, famous for the length of time which it lasted, longer than that of any other recorded in the parliamentary annals of France, is famous also for the disorderly manner in which it was carried on and for the horrid calumnies which were there uttered against an entire world of young nations.

Nevertheless, it is pleasing to have to record the fact, even there just men have not been wanting, who, like the worthy deputy M. Raudot and others, raised a generous voice to censure the conduct of those who loaded the Argentine Republic and her illustrious chief with insults and reproaches, in whose bosom and under whose protection thousands of Frenchmen live in the enjoyment of the most amicable hospitality, on the Argentine Republic which offended by France had not on her notwithstanding the hand of friendship. So great moderation on the part of my country when treating for peace, enhances without doubt the valour with which she defends herself when warred upon. Whether peace or war my country flings back indignantly the appellation of savage which is addressed to her from the National Assembly of France. It is in virtue of right that she decides to make peace, it is in virtue of right that she fights when she rejects it. Justice, this characteristic attribute of General Rosas is incarnate through him in the nation he presides over. I, from the bottom of my soul, defy a single act of barbarity or savageness to be cited against us.

Savages are those who whilst deliberating on peace or war hold right as naught and only calculate on expedience: savages are those who are led more by the facility with which booty may be acquired or deterred by the difficulty of obtaining it. This is the only point in discussion with savages when undertaking their predatory incursions, and this is the proceeding which those members of the Assembly who call us savages, an uncultivated and degenerate people of the Spanish race, propose to their country. Well: these taunts, and that aspersion of cowardice will not be lost upon our silence, since France be foolhardy enough to wage war upon us anew. The words of Thiers and Darn will then be the proclamation to our armies.

I have deemed it becoming the Argentine Tribune to submit these observations, although with difficulty restraining myself in the choice of language, on the occasion of the paragraph proposed to the House by the Committee and which is now under discussion.

03

PROGRESS OF POPULATION IN ENGLAND.

The following is an abstract of a lecture delivered a few weeks ago at the Roscoe Club, by Mr. Thomas Hogg, the Secretary to the Lancashire and Cheshire Union of Mechanics' Institutions. We have no doubt it will be perused with interest; and to our readers in America and the West Indies it will be valuable as containing an abstract that it will be difficult for them to procure in any other way.

Mr. Hogg commenced by saying that the only complete statistics we possess regarding the population of England and Wales apply to the present century, the first census having been taken in 1801, and the general system of registration of births, &c., having been commenced in 1839. The parish registers form the principal data on which estimates for other centuries can be based, and from them it has been calculated that in 1570 the population of England and Wales was about four millions, and in 1670 a little more than five millions. Two other estimates for this latter period, quoted by Mr. Macaulay, in his history, state the population respectively at five-and-a-half and five-and-a-fifth millions. According to the three last censuses it was in

	England.	Wales.	Total.
1821	11,261,436	717,438	11,978,875
1831	13,089,339	805,236	13,894,574
1841	14,995,138	911,603	16,906,741

Thus showing that during twenty years the population of England increased 33, and of Wales 27; or together, 32·7 per cent. The increase, however, was not so great proportionally in the second as in the first ten years.

ELEMENTS OF PROGRESS.—The population of a country can only *increase* by births and immigration, and *decrease* by deaths and emigration. As these four causes are constantly at work, the increase given above is of course the excess of the first and second over the third and fourth. If we had accurate accounts of these, it is clear that we could tell at any given time with the greatest readiness the number of inhabitants. But though the admirable registration system now in operation provides us with a correct return as perhaps, it is possible in the circumstances to make of the births and deaths, yet we have no statements of the migrations of the people, except the returns of emigrants to foreign places, which are of little value for such a purpose. Whatever difference exists between the actual increase and the increase of births over deaths is to be charged to migration. Thus, if we suppose, what though not absolutely correct is sufficiently near for the basis of comparison, that the population increased in 1839-40-41 at the average rate for the ten years ending 1841, we find that that increase would be 603,620, or an average of a little more than 200,000 per annum. Now the total number of births registered during the same three years was 1,507,035, and the number of deaths 1,012,519—showing a nett increase of 464,517, or 139,103 less than the estimated increase. This difference, after allowing for many births and deaths which registration would be omitted on the introduction of a new system, represents the difference between the immigration and the emigration. Surprisingly, we find, what this circumstance would lead us to expect, that the number of English in Scotland and Ireland is far less proportionally than the number of Scotch and Irish in England—for while only 37,766 persons of Irish birth were found in Scotland in 1841, there were 103,238 persons of Scotch, and 289,404 of Irish birth in England; the first number representing one four-hundredth part of the population of England; the second one seventy-fifth of Scotland, and the third one twenty eighth of that of Ireland, an expressive commentary on the old saying, that "A Scotchman is never at home except when he is abroad."

INCREASE IN IRELAND AND SCOTLAND.—The effects of such a drain on the Irish and Scotch population are seen in the fact, that while England and Wales increased 32·7 per cent. in twenty years, Scotland increased only 23·1, and Ireland 20 1, during the same period. We are usually disposed to consider the Irish as a most prolific people, but, even making allowance for emigration, this idea is not borne out by the above statistics, and in the next census, if it show any increase whatever, will undoubtedly show a rate much lower in that unhappy country.

INCREASE IN OTHER COUNTRIES.—At the rate of increase from 1821 to 1841, the population of England and Wales will double itself in about 60 years. The population of Prussia is said to be doubled in 36, of Austria and Switzerland in 44, of Denmark in 50, and of the United States of America in about 30.

A more distinct idea of the progress of population may perhaps be obtained from the fact, that in the short time, say two hours, that we will be assembled together this evening, 160 persons will have died, and 240 children been born in England and Wales alone, the average number of births each year being 526,126, and of deaths 353,095.

03

EXPLOSION AND LOSS OF LIFE AT THE HOUNSLOW POWDER MILLS.

On Monday afternoon last the quiet town of Hounslow, and the adjoining districts for several miles round, were thrown into a state of the greatest consternation and excitement, in consequence of a terrific explosion, or rather series of explosions, occurring in the powder mills of Messrs. Curtis and Harvey, the gunpowder manufacturers and contractors. About two minutes before three o'clock the time station, and about half a mile from the public highway on the southern side of the road, stood a variety of manufactories, sheltered only from public view by a number of stately trees, belonging to the above firm. At that time o'clock on Monday afternoon, a scene took place which it would be extremely difficult accurately to describe; for all of a sudden a noise, resembling the discharge of a park of artillery, was heard, which shook the houses for miles round to the very foundations, causing the inhabitants to rush forth in a state of partial frenzy, many persons believing that an earthquake had taken place. Upon looking, however, towards the mills in the distance, the few passengers on the turnpike road beheld sufficient to satisfy them that one of the mills had exploded, for a dense cloud of smoke was seen rising high into the air, and before it had cleared away, several bodies were seen to drop in sundry directions amongst the trees. A cry was instantly raised by the parties near, "The mills have exploded!" and they immediately made to the lodge, near the entrance, for the purpose of rendering assistance. The gate was opened by an elderly female living there, when the parties were again astonished by another explosion of much greater violence than the first. This was soon ascertained to have taken place in one of the corning houses, for the roof was seen to be falling from a high distance, and by the time it reached the ground another explosion, making the third, happened. This was the loudest of any of the two previous, the concussion of the air being so great that horses drawing vehicles a mile away from the scene of the calamity were thrown down, and scarcely a pedestrian passing for a greater distance was able to keep his equilibrium. The inhabitants near the station of the railway, generally speaking, consisted of the men and their families working in the mills. A great number of females, the wives of the unfortunate men, rushed into the road, followed by numerous groups of children, and ran towards the mills. These poor creatures had not proceeded far on their journey, when another explosion occurred, and before the noise had subsided two or three more of similar violence followed in rapid succession. The noise occasioned by the latter explosions was sensibly felt at Brentford, Kew, and even at Richmond, and several hundred persons from these places started off to ascertain the cause. Fortunately, no further explosions happened, but it was some time before any one was satisfied that all danger was over. When the grounds were opened, a fearful spectacle presented itself, for no fewer than seven of the mills or stores were levelled with the ground; and a great many of the workmen were lying in various directions, some bleeding most profusely, from sundry wounds in their heads, while others were so burned and blackened by the force of the explosions, that they could only be recognised by their speech. Respecting the cause of the calamity nothing is at present known. The first explosion, which was so satisfactorily ascertained, happened in one of the "corning houses," but the whole of the parties employed therein have been either killed, or so dreadfully injured, as to be unable to give any account of the catastrophe. The engines from Hounslow Barracks and other places near were quickly taken to the spot; but their services were scarcely required, the devastation having been so complete. The medical men from Hounslow and Brentford instantly in strong numbers, when they pronounced five of the unfortunate men as being quite dead, and a great many more beyond hopes of recovery. The men who escaped the effects of the explosion were at once set to work in looking round the parks to see whether they could find any other parties injured. The result of their search was lamentable, for they found that seven had been killed outright or nine; for, besides those pronounced dead by the surgeons, so many remains of human bodies were collected together from different parts of the estate as to leave no doubt that seven more had been destroyed. Besides the destruction of the works above alluded to, the whole of the small houses occupied by men working on the premises have the window glass broken and the roofs displaced.

The inquest terminated on Thursday, when the jury, after a "few minutes' consultation, returned the following verdict:—" That George Goddard, James Bookmaster, and Joseph Perry died on Monday, the 11th inst., from mortal injuries inflicted on divers parts of their bodies by the explosion of a certain quantity of gunpowder, and that there is no evidence before the jury to prove by what means the said explosion of gunpowder was caused."

We are informed that Messrs. Curtis and Harvey intend to pension the families of the men who have been brought to a premature end in their employ. Penfold has left a wife and four children, Borrows a wife, Glazier a wife and four children, Perry a wife and one child, Bookmaster a wife and one child, Goddard a wife and seven children. Compton, who is among those hurt, has a wife and six children, and Clifford, who is also injured, has a wife and five children. The wages paid at the mills are from 2s. 2d. to 4s. per day, as we are informed, the scale of wages rising with the risk incurred.

03

THE RECIPROCAL ACTION OF FREE TRADE.—There was no allegiance to which the Protectionists clung more tenaciously than that, though free trade might be good if all would adopt it, yet free trade, without reciprocity, was dangerous. The answer of the free-traders was, let us get from other countries what we need, and leave them to look after the mode of payment. The result shows that this answer, according with the soundest science, has been justified by the facts. A return has been made of the countries from which our large importations of foreign grain came last year. The largest supplies were furnished by France, Prussia, the United States, Russia, the Hanseatic towns, and neighbouring ports, Belgium and Holland. The *Economist* has shown what was the increase, comparing 1849 with 1848, in our exports to those countries, in payment for this grain. In plain calicoes, the increase was from 47,482,274 to 52,197,709 yards; printed calicoes, from 81,473,434 to 98,074,620 yards, woollens, £2,787,940 to £3,540,495; silk goods, £321,197 to £519,322. Here, then, is reciprocity—exchange—and free trade in fact makes inevitable, in spite of hostile tariffs. The Protectionists are singularly unhappy. As Mr. Denison confesses, all the facts are against them.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 20	Brig Guillermo, Christian F. Wiegneyer	217	Visser, Deetjen & Hughes	Antwerp.
Feb. 21	Brig Narcisa, Martin	236	George Dick & Co.	Do.
March 16	Brig Vuelta de Obligado, Hermann Paulsen	194	Ambrosio P. Lezica	California
" 28	Brig General Belgrano, Juan Garrido	209	Santa Maria, Llambi & Cambaceres	England
April 2	Brig Mentor, J. C. Nielsen	241	Jacob Farravicini	Rio Janeiro.
	BRITISH			
Feb. 21	Brig Chase, George Monie	217	Charles R. Horne	England.
March 10	Brig Ottawa, Urquhart	250	De Lisle Brothers & Co.	
" 18	Barque Richmond, Harrison Grayson	351	Woodhaw, Wrinkley and Jordan	Liverpool
" 19	Brig Legerdemain, J. Trenwith	198	Parlane, Macalister and Co.	
" 21	Schooner Volo, Rendell	170	Nicholson, Green & Co.	London.
" 28	Barque Baroness, Wallace	377	Flowers, Atkinson and Co.	New York
" 29	Brig Lucy, Robert Wright	211	De Lisle Brothers and Co.	England.
April 1	Brig Jessy, Andrew Hunter	214	John Best and Brothers	Liverpool.
" 7	Barque Blair, Moody	333	Wilfred Latham	Liverpool.
" 10	Brig Sarah, David Lamb		Flowers, Atkinson & Co.	England
" 19	Brig Jane, George Sampson	204	Dugald, Barton & Co.	London.
" 25	Brig Sisso, Robert Law	183	Briscoe, Twyford & Co.	England
" 28	Brig Clemmintie, Thomas Rae	120	Nuttall & Co.	Liverpool.
May 5	Barque Melody, John Hooper	252	Hughes, Brothers	England
" 10	Brigantine May, Miller	185	Parlane, Macalister and Co.	
" 11	Brig Anne, Austin Harley	179	De Lisle Brothers & Co.	London.
" 14	Brigantine Merchant, J. Lake	167	Hayley Brothers	England.
" 15	Barque Dyson, Robert Cummings	267	Nicholson, Green and Co.	
" 18	Brigantine Ulysses, Malzard	135	Edward Lumb & Co.	
" 19	Brig Gasuzler, John Presley	178	Baines Stokes & Co.	
" 21	Brig Eliza, R. Oliphant	200	José Coelho Meyrelles	
" 23	Brig Hibbert, J. McKay	229	James Carthy	
	AMERICAN.			
March 17	Barque James Andrews, French	276	Samuel B. Hale	Boston
" 28	Brig Penn, Freeman	276	Samuel B. Hale	Boston.
May 17	Barque Weybosset, J. C. Carter	321	Zimmermann, Frazier & Co.	New York.
" 18	Barque Mary Smith, William Smith	353	Samuel B. Hale	Boston
" 19	Steamer Northerner, Robert H. Watermann	1004	Zimmermann, Frazier & Co	California.
	FRENCH.			
January 11	Barque Sultan, Dennis	227	Manuel Arrotea	Repairing.
" 12	Polacre Felicie, Vaillard	14	Egg, Krutsch and Co.	Marseilles
April 4	Barque Corbeau, Lamaid	257	Elisa Deagouy	Havre.
" 20	Barque Napoleon, Rabaudy	277	Thomas Kennedy	Havre.
May 4	Brig Lammenais, D'Almeida	215	Llavallol and Sons	Do.
" 9	Brig La Paix, Gilbert	245	Audfred	Antwerp.
" 17	Barque Zelia, Lemetrez	247	Llavallol & Sons	Havre.
" 19	Pch. barq. Nouveau Principal, Tourmaire	242	Mestres & Co.	Marseilles & Cette.
" 19	Barque Anna, Lecomte	247	C. Ochoa & Co.	Havre
" 21	Polacre barque Chasseur, M. Silvestris	198	Marius Laplane	
	SPANISH.			
Novem. 19	Barque Ines, Juan Raimundo	238	Santa Maria, Llambi & Cambacere	
March 25	Brig Otelo, Vicente Cuneo	210	Felipe Senillosa	Havana.
April 28	Brig Lindo, Jaime Gerrer	196	C. Ochoa and Co.	Do.
May 4	Polacre Antilla, Eleonor Millet	226	C. Ochoa & Co.	
" 14	Brig Julito, José Gonzalez	226	Llavallol and Sons	
" 19	Brig Corina, José Mestres y Anger	123	Diego Calvo and Sons	Havana
" 19	Brig Forrolano, Santiago Montenegro Villemar	190	Pelaro Alfaro	
	SARDINIAN.			
January 1	Zumsees Sacra Familia, Stefano Cassigena	34	José Avegno	
March 12	Barque Vittorina, Vicente Vecuro	223	Patrona, Faggio and Co.	Genoa
" 29	Polacre barque Baron Pagantini, C. Picombi	306	Llavallol and Sons	Marseilles & Genoa
April 4	Polacre Lin, Lorenzo Sicardi	197	Adolfo Mancilla & Co.	
" 15	Brig San Giuseppe, Antonio Dito	102	Adolfo Mancilla and Co.	
" 20	Polacre Fachetto Felice, Juan Bautista Vila	152	Adolfo Mancilla and Co.	Genoa
" 18	Brig Valentina, Nicolas Masnata	187	Lezica & Co.	Rio Janeiro.
May 5	Brig Aquila, Juan Bautista Boronio	257	Llavallol and Sons	
" 14	Polacre Teresita, Bartolo Riveo	190	Llavallol & Sons	
" 15	Brig Cesare, Simon Fidenza	130	Q. Viale	
" 17	Polacre Innocenzo, Geronimo Sartori	230	Lorenzo Caprile	
" 21	Brig Sabina J. Pesante	220	Vicente Giaudillo	
" 21	Brigantine Eleonor, Marcos Borchy	191	Adolfo Mancilla, and Co.	
	PRUSSIAN.			
January 27	Barque Wilhelm, Schultz	245	Bunge, Bornefeld & Co.	Antwerp
March 24	Barque Albatross, Meyer	260	Freyer Brothers	New-York
" 29	Barque Friederich, John Christian Stormer	299	Freyer Brothers	Continent
	TUSCAN.			
Feb. 20	Brigantine Romulo, Desaturich	121	Piaggio, Pietraners & Co.	Hamburg.
May 26	Polacre Romulo, Peter Sheppard	180	Adolfo Mancilla and Co.	
	BELGIAN.			
May 20	Brig Infatigable, A. Cordier	242	Vicente Casares & Sons	Antwerp.
	NEAPOLITAN.			
Feb. 14	Brig Italia, Antonio Castellano	361	Corti, Francischelli and Co.	Antwerp.
	BRAZILIAN.			
March 28	Brig Navegnez, Joaquin Gomez de Santos	250	Captain	Brazil.
April 9	Brigantine Liva, Amor le Lemos	157	Juan Geronimo Martinez	Do.
May 11	Brigantine Felicidad, Cardoso Silva	129	Juan Geronimo Martinez	
	LUBECK.			
April 9	Brig Nantilus, Steffens	246	Zhamermann, Frazier & Co.	New York.
	DUTCH.			
Feb. 16	Brig Witte Leeuws, J. F. Brandt	172	Calvo and Sons	Antwerp.
	HAMBURG.			
January 12	Brig August & Julius, C. E. Fetterlein	164	Freyer Brothers	Rio Janeiro
" 15	Brig Adolph, C. Bohn	188	Richard Sassen, Jun.	United States.
April 9	Brigantine Atlantic Ocean, Nagel	160	J. N. Bieber & Co.	New York.
May 23	Brig Wilhelmine, Hangen	210	J. N. Bieber & Co.	
	BREMEN.			
Feb. 15	Brig Phœnix, Diercks	220	Visser, Deetjen & Hughes	United States.
April 30	Brig Bamerman, Lutzen	180	Weichlad & Co.	
May 14	Brig Sauser, Hassen	200	Bunge, Bornefeld & Co.	New York.
	NORWEGIAN.			
Feb. 10	Barque Tonsberg, Nielsen	418	Vicente Casares and Sons	
May 17	Barque Balder, C. Andersen	270	P. E. Hartenfels Sons	
	SWEDISH.			
April 28	Brig Ariel, L. P. Aberg	361	Zimmermann, Frazier & Co	Antwerp.
May 21	Brig Gurie, Andrew Jansson	21	Lezica & Co.	Bucos.
" 25	Brig Agathon, J. E. Namod	276	Vicente Casares & Sons	
	DANISH			
March 21	Brigantine Union, Schmidt	165	Freyer Brothers	Antwerp.
May 14	Brig Johan Friedrich, L. Barfod	167	Charles R. Horne	China.
" 17	Brigantine Gramm, Hanzik	127	Otto, Rosenhul and Co.	
" 22	Lugger Corrynthaner, H. P. Krog	169	Antonio Romaguera	
	AUSTRIAN.			
May 18	Polacre barque Mobile, J. Peecly	389	Manuel Lopes & Co.	

FOREIGN VESSELS OF WAR IN PORT.

FRENCH.—Barque Astrolabe, 18 guns, Commander Moutravel.

Steamer Archimedes, Commander Bigeault.

MARINE LIST.

PORT of BUENOS AYRES

May 25.—Wind N.

Arrived, Swedish brig Agathon, 278 tons, J. E. Namod, from Cadiz 9th March, to Vicente Casares & Sons, with 154 lasts salt.

Sailed, British brig Catherine Ewan, 232 tons, George Dow, for Valparaiso and California, despatched by George Dower, with 140,075 feet pine lumber, 30 boxes preserved meat.

May 26.—Wind N.N.W.

Arrived, Tuscan polacre Romulo, 180 tons, Peter Sheppard, from Paraguna 10th inst., to Adolfo Mancilla & Co.

Sailed, Bremen barque Creole, 177 tons, Henry Wessels, for New York, despatched by Becher, Preuss & Co., with 9020 horns, 134 bales hide cuttings, 126 do. sheep skins, 44 do. wool.

British brigantine Marvel, 185 tons, Robert Follett, for Buseo and England, despatched by Hughes Brothers, with 3440 salted ox and cow hides, 200½ pipes tallow, 29,000 bones.

Brazilian brig Anibal, 196 tons, Manuel da Silva Santos, for Buseo and Rio Janeiro, in ballast, despatched by Antonio José Alves Pinto.

May 27.—Wind N.

Sailed, Brazilian brigantine of war Eolo, 3 guns, Lieut. Albin, for Montevideo.

Sardinian schooner Ninfa, 122 tons, José Barboro, for Montevideo, despatched by Lezica & Co., with 128 boxes, 4 trunks, 34 bales, 12 bagsheads, 9 barrels, 3 kegs, 4 packages and 4 bags merchandize, 101 fanegas ashes, 6 stoves, 12 half pipes wine, 19 sheets iron.

Sardinian lugger of war Fama, Lieut. Sivori, for Montevideo.

British brig ntine Choice, 177 tons, Abraham Ogier, for Liverpool, despatched by De Lisle Brothers & Co., with 2737 salted ox and cow hides, 4247 do. horse do., 67 bales wool, 20,000 bones, 1064 pipes and 137 boxes tallow, 15 bales horse hair, 10 tons ox hoofs.

May 28.—Wind N.N.W.

Sailed, British brig William Tucker, 464 tons, G. W. Good, for Liverpool, despatched by J. C. Thompson & Co., with 25 pipes pigeon dung, 3875 salted ox and cow hides, 16 bales and 3 bags wool, 41,000 bones, 110 pipes tallow, 35 bales horse hair.

May 29.—Wind N.N.W., at 1 p.m. changed to S., rain.

Sailed, Spanish brig Emprendedor, 244 tons, Juan Molins, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 4500 quintals jerked beef.

Spanish brig Leocadis, 185 tons, Gil Gelpi, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 4500 quintals beef, 4 barrels animal grease, 2 jars gore.

May 30.—Wind S. S. W., rain.

Sailed, French barque Soleil, 229 tons, Rouvier, for Cette, despatched by Teisserenc Valat, with 3847 salted ox & cow hides, 80 dry do. do., 207 bales sheep skins, 177 do. wool, 6870 horns.

May 31.—Wind S.W.

Sailed, British brig United, 208 tons, J. P. Renouf, for London, despatched by Egg, Krutsch & Co., with 1500 salted ox & cow hides, 1194 boxes tallow, 115 pipes do., 50 seroons horse hair, 42,000 bones.

Errata in the export cargoes given in our last number.

Alma, for New York, instead of 196 seroons hair, read 176.

Cazador, for Havana, instead of 2104 quintals beef, read 2004.

Ada, for England, instead of 495 quintals jerked beef, read 495 quintals animal guano.

The following are the manifests of the undermentioned vessels—

"Sabina"—30,000 tiles, 1500 dozen pieces of earthenware, 1 box silks, 2 do. sausages, 106 cheeses, 10 pipes red wine, 80 boxes candy, 50 do. orange water, 300 do. tooth powder, 100 do. vermicelli, 68 pairs shoes, 1 bowsprit.

"Eliz."—1850 barrels and 300 half barrels sugar.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 31st ult.

National	5
British	22
American	5
French	10
Spanish	7
Sardinian	13
Brazilian	3
Lubeck	1
Prussian	3
Bremen	3
Norwegian	2
Belgian	1
Dutch	1
Hamburg	4
Danish	4
Tuscan	2
Neapolitan	1
Swedish	3
Austrian	1

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	62
Sunday	64
Monday	65
Tuesday	66
Wednesday	65
Thursday	58
Friday	54

Advertisements.

Shipping List OF Richard Sutton, Jun.

Licensed Ship Broker.

For London,

The A. 1. British schooner "VOLO," 173 tons, Capt. W. G. Rendell, having engaged a part of her cargo will have quick despatch.—Consignees Messrs. Nicholson, Green & Co.

FOR GENOA.

The A. 1. Sardinian polacre "PACHETTO FELICE," of 193 tons, capt. J. B. Vila, having engaged the greater part of her cargo and going on board, can still admit a small quantity on freight. Also she has excellent accommodations for passengers.

Consignees Messrs. Adolfo Mancilla & Co.

For New York.

Hamburg brigantine "ATLANTIC OCEAN," A. 1, 160 tons, Capt. H. Nagel, has the greater part of her cargo engaged and going on board, and can still take 2000 dry hides on freight.

Consignees Messrs J. N. Bieber & Co.

FOR NEW YORK.

PASSENGERS ONLY.

The splendid, new, A.1. Bremen brig "SAUSER, 200 tons, Capt. Hasen, has excellent accommodations for cabin passengers.

Consignees Messrs. Bunge, Bornefeld & Co.

For New York,

PASSENGERS ONLY.

The A.1. Prussian barque "ALBATROSS," of 300 tons, cap. Stowmann, will have quick despatch, and has excellent accommodations for passengers.

Consignees Messrs. Freyer Brothers.

FOR NEW YORK.

The A. 1. British barque "BARONET," 397 tons, Capt. Wm. Wylie, having engaged a large proportion of her cargo, can still take on freight dry hides and bales—this vessel has splendid accommodations for passengers.

Consignees Messrs. Bowes, Atkinson & Co.

FOR NEW YORK.

The A. 1. Lubec brig "NAUTILUS," of 245 tons, Capt. Veen, will admit on freight from 2 to 3000 dry hides, and will have immediate despatch. Accommodations are first-rate for passengers.

Consignees Messrs. Zimmermann, Frazier & Co.

FOR RIO DE JANEIRO.

The superior National brig *MENTOR*, 220 tons, Cap. L. C. Nielsen.

Consignee J. Parravicini, Esq.

FOR RIO DE JANEIRO.

The superior A.1. Sardinian brig *VALENTINA*, 127 tons, capt. N. Masará, having engaged the greater part of her cargo, can still receive about 1000 qtl. beef or equivalent.

FOR ANTWERP.

The A. 1. Dutch brig WITTE LEEUW, 172 tons, Capt. J. F. Brandt, having a considerable part of her cargo engaged, can still receive on freight—

Consignees Messrs. D. Calvo & Sons.

FOR ANTWERP.

The very fast sailing A. 1. Belgian brig "*INFATIGABLE*," 242 tons, Capt. A. Cordier, can still admit on freight 3000 dry hides, or equivalent in bales.

Consignees Messrs. V. Casares & Sons.

FOR HAMBURG.

The clipper-built A. 1. Tuscan schooner brig "*ROMULO*," 121 tons, Capt. Desaturich. This vessel being on her first voyage can admit 1000 dry hides on freight.

Consignees Messrs. Pietraners, Piaggio & Co.

FOR HAMBURG.

The superior A. 1. Bremen brig PHŒNIX, 200 tons, Capt. Diercks, has a considerable part of her cargo engaged and can still take—Consignees Messrs. Visser, Deetjen & Hughes.

For San Francisco,

Calling at Valparaiso.

The A. 1. National brig VUELTA DE OBLIGADO, 230 tons, Capt. H. Paulsen, will be despatched in all the coming month, and can admit a small portion of cargo—has excellent accommodations for passengers with the best treatment.

For Freight or Charter.

To any Port.

The very superior A. 1. Norwegian barque "*BALDER*," 220 tons. This fine vessel is on her first voyage.

Consignees Messrs. P. E. Hartenfel Sons.

The A. 1. Hamburg brig "*WILHELMINE*," 210 tons.

Consignees Messrs. J. N. Bieber & Co.

The A.1. new Norwegian barque *TONSBERG*, 418 tons.

Consignees Messrs. V. Casares & Co.

The A.1. Danish lugger "*CORRYNTHANER*" 169 tons.

Consignee A. Romaguera, Esq.

For the above, apply to

Richard Sutton, Jun.

Ship Broker,

No. 14 Calle La Reconquista.

Shipping List
OF
John Higginbothom,
Licensed Ship Broker.

For London.

British brig "ANNE," 179 tons, Harley, commander. Is a small carrier, and having already a considerable portion of her cargo contracted for will have quick despatch.
Consignees Messrs. De Lisle, Brothers & Co.

FOR LIVERPOOL.

British barque "RICHMOND," 351 tons, H. Grayson, commander, has only room for a few bales which can be received immediately.
This vessel is well known as being one of the fastest and finest in the trade and can be highly recommended to shippers and passengers, having most superior accommodations.
Consignees Messrs. Brad-haw, Wanklyn & Jordan.

British brig "JANET," 183 tons, A. Hunter, Commander, is now loading, and has only room for a few boxes of tallow. This vessel is a small carrier and is in every respect a most desireable conveyance.
Consignees Messrs. J. Best & Brothers.

British barque "BLAIR," 333 tons, Mordy, commander, A. 1. at Lloyd's, a fast vessel, and has most superior accommodations for passengers, persons who intend returning to Europe will do well to take advantage of this fine opportunity, all her cargo being engaged she will be despatched in about forty to fifty days.
Consignees Messrs. W. Latham & Co.

British brig "Clemanthe" 195 tons, T. Row, Commander A. 1. at Lloyds for 12 years, and only 4 years old is one of the finest and fastest little craft out of Liverpool and is every respect a most desireable opportunity for Freight or Passengers. Is now loading and has only room for hides and light freight.
Consignees Messrs. Nuttall & Co.

For Liverpool or London.

British brig "SUSAN," 183 tons, R. Law, commander, a regular trader and a favourite vessel, may have room for tallow.
Consignees Messrs. Briscoe & Co.

FOR
Cork or Falmouth.

British brig "LUCY" 201 tons, R. Wright, commander, is chartered and will sail in the course of this month, has most superior accommodations for passengers.
Consignees Messrs. De Lisle Brothers & Co.

British brig "JANE," 201 tons, George Sargent, commander, c.a.a accommodate passengers, and is chartered to sail for England in the course of forty days.
Consignees Messrs. Duguid, Barton & Co.

Argentine brig "GENERAL BELGRANO," 302 tons, J. Garrido, commander, has engaged all her cargo, and can accommodate two or three passengers in the cabin in a most superior manner.
Consignees Messrs. A. C. Santamarina, Llambi & Cambaceres.

For Havre de Grace.

French barque "CORIOLAN," 219 tons, Lamaud, commander. Has already engaged a large portion of her cargo, and being a first-rate opportunity, will have immediate despatch, her accommodations for passengers are most superior.
Consignees Messrs. Blaise Despouy.

British brig LAMENNAIS, 215 tons, D'Almeida, Commander, has a great portion of her cargo engaged and is warranted to have quick despatch. She has splendid accommodations for passengers.
Consignees Messrs. A. Llavallol & Sons.

French barque "ZILIA," 227 tons, Lemettes, commander, having a great portion of her cargo engaged, and being one of the packets of the line is guaranteed to have quick despatch, her accommodations for passengers are most elegant.
Consignees Messrs. J. Llavallol & Sons.

For Marseilles and Genoa.

Sardinian barque "Baron Paganini," 306 tons, Picenbi Commander, has a large portion of her cargo engaged and will have quick despatch.
Consignees Messrs. Llavallol & Sons.

For Marseilles.

French brig "Felicité," 121 tons, Vieilarde, Commander. Has a Considerable portion of her cargo engaged and on board, has still room for a few tons of Dry hides and bales, and being a very small carrier is warranted to have quick despatch.
Consignees Messrs. Egg, Krutisch & Co.

For Antwerp.

French brig "*LA PAIX*," 175 tons, Olivier, commander. Has positively engaged two-thirds of her cargo, and warranted to have quick despatch, the vessel is only three years old and a fast sailer.
Consignee A. Audiffred, Esq.

Swedish brig "ARIEL," 367 tons, L. P. Aberg, Commander, A. 1. at Lloyd's. A most superior fast sailing vessel, has first rate accommodations for passengers and may have room for 2000 dry hides.
Consignees Messrs. Zimmermann, Frazier & Co.

For Marseilles & Cette.

French polacre barque NOUVEAU PROVENCAL, 208 tons, Tournaire, commander, has already one half of her cargo engaged, and will be despatched about the middle of June next, her accommodations for passengers are excellent.
Consignee M. Laplane, Esq.

For Freight or Charter.

British Schooner "Ulysses," 137 tons, G. Maitland, Commander, A. 1. at Lloyd's and Jersey built, is without exception one of the finest and fastest little crafts in the port, and will soon be ready to receive cargo.
Consignees Messrs. E. Lumb & Co.

All the foregoing vessels are first class at Lloyd's, have good accommodations for passengers and are, in every respect, most desireable conveyances.—For further particulars please apply to their respective consignees, or to

John Higginbothom,
Licensed Ship Broker,
No. 30, Calle Reconquista.

May 25, 1850.

TO CAPTAINS OF VESSELS.

On Sale, 50 Barrels and upwards of prime fresh corned Beef, ready for immediate shipment and in excellent condition. Apply at No. 90 Calle Mayo, or 49 Market Place.

Servant Wanted.

Wanted, a man servant in an English family. Any person having good recommendations as to character may apply at Calle Perú, No. 19.

NOTICE.

NICHOLAS INFIESTAS, Haberdasher, has Removed his Store from the corner of Santa Rosa and Santa Clara Streets, fronting the College, to No. 32, Santa Rosa, formerly Universidad Street, where he has on hand a general assortment of fine goods in his line of business, comprising also some articles of Chinese manufacture recently imported, such as Camphor Wood Trunks, an excellent article for preserving clothing from moths; Wicker Baskets, Draught and Chess Boards, Workboxes, Fans, Bread Baskets, &c., &c., all selling at very low prices.

For Antwerp.

Passengers Only
The very superior, new, and remarkably fast sailing
A. 1. Neapolitan brig
"Italia,"
361 tons register,
Capt. Ambrogio Castellano,
Has nearly completed her loading and will be despatched in four or five days, weather permitting. She has excellent accommodations for passengers, and has still some berths disengaged.
For terms apply to the Master at the Globe Hotel, to the Consignees Messrs. Corti, Francischelli & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

June 1st, 1850.

For Liverpool,
The regular, trading and very superior A. 1. British built brig
Gauntlet.
by register 206 tons,
John Presley, Master.
Has a portion of her cargo engaged, and will have quick despatch. For freight of the remainder, or for passage, having comfortable accommodations, be pleased to apply to her Consignees Messrs. Bates, Stokes & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

June 1st, 1850.

For Freight or Charter.
The very fast-sailing, first-class, British built barque
DYMOSIA,
267 tons register,
Robert Cummings, master.
Will be ready to receive cargo on board within a few days, and will accept a Charter on mderate terms.
For further particulars be pleased to apply to her Consignees, Messrs. Nicholson, Green & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

June 1st, 1850.

For Havre de Grace.
The well-known, regular trader Packet Barque
Napoleon,
227 tons, N. Rabardy, master.
Has all her cargo engaged and shipping, and will be despatched within a few days.
The accommodations of the superior vessel, are very excellent, and persons desirous of making a comfortable and pleasant passage to Europe, will do well to avail themselves of the opportunity.
For terms of passage, apply to Capt. Rabardy, Hotel de Paris, to the Consignee Monsieur Thomas Rousse, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.

June 1st, 1850.

For Sale,
An Iron Cheese Press on an improved principle. Apply at Calle Santa Rosa, No. 29.

For San Francisco,
California.
The very superior French ship
Sultan,
of 227 tons,
Captain F. Demay,
Can take passengers in the Cabin and Steerage for San Francisco, and has splendid accommodations for both.
Also, will admit cargo on freight on reasonable terms.
Application is to be made to
Richard Sutton, Jr.
Licensed Ship Broker.
No. 14 Calle La Reconquista.

FOR ANTWERP,
The well-known, fast sailing, and superior first class, coppered and copper fastened Argentine brig
"Narcisa,"
236 tons register,
Capt. Andrew Martin,
Has only room for a small part of her cargo on freight, and will have quick despatch.
For freight of a few bales, and about the equivalent to 3000 dry hides, in these or in bales—as well as for passage, her accommodations being excellent apply to the Consignees Messrs. G. Rick & Co., or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

April 5, 1850.

For Sale,
At the Store of THOMAS NUTTALL, No. 59 Calle Piedad,
Superior old Port Wine, in bottles, cases, and on draught.
Do. Pale Sherry in cases of 4 dozens each.
Do. Old Scotch Whiskey, in bottles and on draught (including some 10 years in this country).
Superior Cognac, comprising all the good brands from England.
Champaigne, Claret, Pickles, Sauces, &c.
Also, Woollen Table Cloths, Druggetting, Shirts, Stockings, Umbrellas, English Boots, Walking Sticks, and various other articles on reasonable terms.
Buenos Ayres, May 10, 1850.

Notice.
The Partnership hitherto existing in this city and Montevideo under the firm of Zamaran & Tresserra having expired by contract, the liquidation of all outstandings will be settled by the respective partners of said firm.
Buenos Ayres, May 31, 1850.
Zamaran & Tresserra.

Port Wine,
In whole, halves, quarter pipes and boxes, for sale at reasonable prices, No. 68 Calle Santa Rosa, (formerly Universidad.)

Total Abstinence & Beneficial Society of Buenos Ayres.
The Members of the above Society are hereby notified that the regular Monthly Meeting for business will be held on the evening of Tuesday, June 4th, at 7 o'clock.
May 30, 1850.

Just Received,
Per "May," from Liverpool, and for sale at D. FLEMING'S, 17 Calle la Defensa, a varied assortment of black and coloured children's shoes, with ankle bands. Likewise an assortment of men's fine calf Blucher boots, with a few pairs of Prince George cloth boots, half-boots, Blucher and Albert's of patent leather.

Library in connection with the English Church, Buenos Ayres.
This Library has been formed with the object of promoting the Religious, Moral, and Intellectual improvement of all classes of the British residents.
For this purpose a supply of sound works upon Religion and General Literature has been recently received from England and the United States; and the Library is now open for the use of Subscribers at No. 64 Calle Mayo.

REGULATIONS.

1.—A subscription of $100 per annum, or $50 for 6 month, or $10 per month, entitles the subscriber to the use of any single work.
2.—A subscription of $15 per month entitles the subscriber to the use of 3 works (not exceeding 6 volumes) at one time, and persons residing *in the country* paying $15 per month are allowed to retain the works they take out *for one month.*
3.—Subscriptions are payable *in advance.*
4.—Persons detaining a work beyond the time specified shall pay a fine of 2 reals per diem.
5.—No person shall be allowed to take out any work while subscriptions or fines already due remain unpaid.
6.—A subscriber loosing, tearing, or defacing any book shall be fined a sum not exceeding double the value of the work.

The Subscriptions will be applied to the purchase of New Works.

The Library is open daily (Sunday's excepted) from 12 to 8. A Reading Room is attached to the Library for the use of Subscribers, and is open from 4 to 8.
Catalogues will be published in a few days.
Buenos Ayres, May 13, 1850.

No. 6 Calle de la Piedad.
FURNISHED ROOMS & BOARD.
Gentlemen can be accommodated with furnished rooms and board, with every attention paid to their convenience and comfort, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

FOR RIO JANEIRO.
The Bremen brig "BASSERMANN," A. 1 Captain Hansen, will be despatched in a very short time. For cargo and passage please apply to Messrs. Wedekind & Co., calle Sta. Clara No. 105.

ADVERTISEMENT.
A Room and board may be had for a single gentleman, in the House of a small, respectable family, in the centre of the City. All necessary conveniences included. A note addressed to A. B. C. and sent to 59 Calle Mayo, will meet with attention.

For sale,
A few sets of Camphor Wood Trunks recently arrived from China at Wm. & Rd. Cotton's Store, 46 Calle Mayo.

For Sale,
A complete collection of this country's public papers, and a great number of other importan documents connected with the history of men and things in this country; commencing from the year 1806 to the present epoch. Apply at 190 Calle Mayo.

On Sale at Wm. & R. COLTON'S Store, Calle de Mayo, No. 46,

Martell's Brandy	Of superior quality
United Vineyard Proprietors' Marquets	in casks and bottles.
Gin in casks and bottles	
Port Wine in quarter casks	
Do. in cases	
Sherry Wine in ½ & qr. casks	Of various Vintages.
Do. in cases	
Madeira, in cases	
Hock of different qualities	
Champaigne in 1 dozen cases	
Sparkling Moselle	
Burgandy	
Claret of superior quality	
Absynthe	
Kirchenwasser,	
Ale and Porter of various marks.	
Pickles, Sauces, Mustard, &c.	
Havana Cigars, &c. &c.	

EXPORTS.

FEATHERS—Duty, 4 per cent.			
Ostrich, long black	lb—	7	8
" white	do—	—	4 —
HAIR.—Duty, 4 per cent.			
Horse, short	arroba	32	40
" long	do—	44	52
" long 18 to 24 inches	do—	100	110
HIDE Cuttings.—Duty, 4 per cent.			
Baled, quintal		30	32
HIDES.—Duty, 1 dollar each.			
Matadero or saladero, flesht, 27½ to 30 lbs. average, per 25 lbs.		52	54
Matadero, country, 25 to 30 lbs. av.		48	52
For Spain, per 25 lbs—		46	47
" North America, per do—		45	46
Of all stake—	per do—	40	46
Salted ox, 60 lbs. av., per 60 lbs.		42½	43
Do. " 63 lbs. and above do		44	47
" now 45 to 48 lbs. average do		36	37
" 50 lbs. and above do.		36	37
Horse, salted, each		3	3½ ra.s
" dry	do—	12	13
HORNS—Duty, 4 per cent.			
Ox	thousand	800	900
Cow	do—	200	300
JERKED Beef—Duty, 4 p. ct. qd.		4	—
SKINS—Duty, calf 1 dol. each			
Skunk calf, full and others 4 p.ct.			
Calf, 3 to 12 lbs. wt., per 25 lbs.		50	55
Chinchilla, per dozen			
Goat—	per do—	—	4 —
Nutria—	per lb—	5	4 5½
Sheep, washed, fine and ordinary	dozen	40	45
Do. dirty	do—	28	38
TALLOW—Duty, raw 4 per ct., melted free.			
Matadero, raw	arroba	4	18
Do. melted, 1st class, do.		28	29
Do. 2nd class, do.		24	25
Grease and tallow	do—	22	22½
WOOL.—Duty free.			
Ordinary, washed	arroba	31	36
Do. dirty	do—	16	18
Merino, washed	do—	35	40
Do. dirty	do—	18	29
Fine, washed	do—	50	65
"	do—	38	38½
Cordova, washed	do—	26	32½ ra.s
Do. dirty			

MONEY MARKET.

EXCHANGE, England, in currency, 34d. per dol.
Do. do. in specie 60s. per oz.
" France, do. do. 87f. per oz.
" " Rio Janeiro, 1 per cent. prem.
" " Rio Janeiro, 2 & 2½ do.
" United States a 5 per cent. discount
The highest rate of Exchange upon England during the week, 60s. per once.
The lowest, 58s. per oz. 45 days credit.
STOCK.—Six per cent. } No transactions.
" Four per cent. }
BULLION—Spanish doubloons 4 255
" Patriot doubloons 253 a 254
" Do. Dollars 16 a 16½
" Spanish de Pistaccons 4 16½
" Plata Macuquina 4 14
The highest price of Spanish doubloons during the week 255
The lowest 255
The highest price of Patriot doubloons during the week 254
The lowest 253
Permits for shipping specie, prem. per cent. 4 a 4

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain	60s. per 2240 lbs.	30s. p. 2240 lbs.	In box. 30s. (per 2240 In pipes 30s. (lbs.	Wool 22s. 6d. Hair 25s.	nominal.
France	50 fs. & 1½p. cent. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	38 f. p. 42 cubic ft.	nominal.
Continent	£3 10s. & 5 p.cent. p. 2240 lbs	30s. & 5 p. cent. p. 2240 lbs.	none	50s. p. 40 ft	nominal.
Spain	$20 & 10 p. cent. per 2200 lbs.		none		
United States	4 ct. & 5 p. ct. p.lb.	1 ct. & 5 per cent.	none	$1 & 5 p.ct. 10c.ft.	
Rio Janeiro	none	none	none	none	3 rls. p. 100 nominal
Havana	none	none	none	none	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.